

abundant to-day; that is to say, rather more supply had at the rates of Saturday. Exchange is not yet in demand for the packet-tracks, 100/- to 100/- francs, 5 1/2d to 5 1/2d.

The following is the statement of the New York City Banks for the week ending on Saturday last, Aug. 6, 1853.

BANKS.	Average amount of Loans and Discounts Specie.	Average amount of Cashier's Checks.	Average amount of Deposits.
Bank of New-York	\$3,263,885	\$27,115	\$27,115
Mechants'	3,243,683	1,203,974	346,622
Marshall	4,000	1,000	97,793
Frost	4,000	1,000	95,000
North-West	1,260,041	39,705	317,919
Union	2,033,448	101,125	374,074
Cit.	1,072,762	183,475	22,562
Trans. &c.	1,462,568	20,567	12,265
Chemists	1,471,714	1,471,714	1,471,714
Pacific	7,000	7,000	7,000
Seven. Ward	494,204	37,414	166,762
Bank of New-York	4,495,499	455,400	665,092
Americas Exchange	6,034,384	34,000	34,000
Bank of Commerce	9,075,452	1,000	1,000
Do. & Co.	1,267,638	12,905	27,443
Dry Dock	2,000,000	100,000	200,000
Do. Nigheh	1,000	1,000	1,000
Do. Bank	134,047	100	120,743
Chatham	718,914	100	100
People's	1,000,000	100	1,000,000
North-West	1,260,437	15,869	1,260,437
Citizens'	810,614	30,074	160,224
Ramsey	3,307,607	100	1,000
South River	1,501,322	67,964	144,424
Commonwealth	900,002	72,900	100,000
St. Leod.	227,227	227	227,227
Bank of Union	189,671	189,671	189,671

The private advices from London speak favorably of American Security. Some orders have been received by the last two steamers for investment in Railroad Bonds and stocks, and as the autumn approaches, a considerable business will, it is anticipated, be done.

The advices from Paris mention the continuous arrival of large quantities of gold, and that the Mint has, in consequence, extended the period required for the process of coining to forty-six days. As the amount that can be coined each day is understood to be about \$10,000, it is to be inferred that the total sum in hand is probably not much below £2,000,000. The French Government has made the contract free.

Counterfeits \$2 bills of the Union Bank, Brunswick, Me., have been put in circulation.

The earnings of the Boston, Concord and Montreal Rail-road for June, 1853, were—

In same month of 1852, were—

Gain, —\$1,115 12

For the last month of the financial year ended June 30, 1853.

Last month has been—

Against last year,

Gain (about 40 per cent.)—\$12,213 37

The Directors of the Galena and Chicago Union Railroad have declared a semi annual dividend of eleven 4 cent. There are \$133,000 to be divided among the stockholders, paying a surplus in the treasury of \$30,000. It is expected to have the third division of the R.R. open to Freight by the 1st of September.

The aggregate receipts of the Milwaukee and Mississippi Railroad for July are as follows:

Passenger, —\$2,024 24

Freight, —7,770 21

Total, —\$26,154 45

Receipts for the corresponding month of 1852 were \$4,419

26, for half the distance of road, it then being in running order only to Eagle, 30 miles. Thus the ratio of the increase of business to the increase of length, is about two to one.

The aggregate receipts of the road from August 1, 1852, to August 1, 1853, were \$18,928 43, and the current expenses of working the same, \$50,148 06—leaving a net revenue of \$32,480 37. This is about equal to 7 per cent. on the entire cost of the seventy miles in operation, although the road has been open to Janesville only within the last seven months.

The Memphis and Charleston Railroad, the closing link in the Great Southern chain which connects Charleston with the Mississippi River, two miles in length, is progressing favorably. Two sections, one of 50 miles at the western end, and the other, 41 miles, near the center of the line, are still in operation, and the Somerville branch, 15 miles, will open by the close of this month, making 105 miles completed. The grading of 100 miles in addition, is nearly completed, the contract time being limited to the present year, and another contract is let at about 50 miles. The road runs through the Western District of Tennessee, very near its Southern boundary, and traversing for 30 miles the northeastern corner of Mississippi, enters the State of Alabama, in the rich Cotton planting Valley of the Tennessee River, through which it runs about 90 miles, and connects with the Georgia and South Carolina chain, near Chattanooga. The estimates for the whole work are \$4,493,770, of which \$3,636,195 is the very best private and corporate subscriptions, the individual stockholders being, for the most part, cotton planters on the line, and about one-third of the sum, or \$1,07,500, already paid in and suspended on the work. No loan of the Company has been created. The only one contemplated is a first mortgage convertible obligation, which will be issued under the full conviction that the Bonds, after paying 7 1/4 cent interest, during the progress of the work, will pass into shares on its completion. And in view of this event, the whole cost being then represented by stock, the following comparative table may not be an unsafe guide to the prospects of the branch of a line of works built by individual enterprise in the South, and thus far operated to remarkable profit:

Road and Cost.	Length of Road.	Cost.
26 miles, Length of 100 miles.	26	\$2,024 24
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